



INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Project Title:	EA 2008-0002, Star Bend Boat Ramp Dredging	
Lead Agency Name and Address:	Yuba County Community Development and Services Agency Planning Department 915 8th Street, Suite 123 Marysville, CA 95901	
Project Location:	2034 Feather River Blvd., Marysville, CA 95961 APN: 016-010-017	
Project Sponsor's/Owner's Name and Address:	<u>Project Sponsor:</u> Yuba County Public Works Department 915 8th Street, Suite 123 Marysville, CA 95961 Attn: Ken Godleski	<u>Land Owner:</u> California Department of Fish & Game 1416 9th Street Sacramento, CA 95814
General Plan Designation(s):	Valley Agriculture	
Zoning:	"AE-40" Exclusive Agricultural (40-acre minimum parcel size)	
Contact Person:	Kevin Perkins, Assistant Planner	
Phone Number:	(530) 749-5470	
Date Prepared:	August 2008	

Project Description

The project site is located adjacent to the Feather River, and west of the intersection of Feather River Boulevard and Star Bend Boat Ramp in the unincorporated area of south Yuba County (Figures 1 and 2). The project sponsor is requesting County review and approval of an Environmental Assessment plan to allow the dredging of 2,730 cubic yards of silt material in the existing Star Bend Boat Ramp on approximately a 9 acre parcel (APN 016-010-017). Dredging of the project would restore the existing boat ramp channel and allow the re-launching of boats in an un-navigable channel. High water events in 2005-2006 led to high levels of silt and sediment in the boat launch channel.

The proposed project proposes to remove approximately 2,730 cubic yards (CY) of silt deposits (bedload) that have accumulated on the boat ramp as a result of high water events in 2005-2006 and that has left navigation of the boat ramp virtually impossible. No dredging will occur within the in-stream channel of the Feather River, rather it will only be limited to the channel that connects the boat ramp to the Feather River (Figure 2).

Yuba County Public Works is proposing to construct a bladder dam (an inflatable dam) that will be placed across the entrance to the access channel (ensuring complete isolation of the proposed area of dredging) which is approximately 25 feet wide, via boat. Once the bladder dam is installed, the channel will be dewatered for a minimum of 14 consecutive days. During the dewatering process, all fish, reptiles and amphibians remaining in the boat ramp area will be collected by a qualified biologist and returned to the Feather River. The bladder dam will also insure that no sediment release into the Feather River would occur thus limiting the project's affect on river habitat. Furthermore, the bladder dam would ensure that dredging activities would not increase movement or turbidity levels in the Feather River that could affect habitat.

Following the required drying period, the boat ramp's channel would be recontoured and stabilized through the dredging operation. The dredging operation would consist of having either a long stick excavator or dragline excavator dredge the channel from the existing concrete landing of the boat ramp. Locating the excavator at such location would help to ensure the riparian woodland located adjacent to the proposed dredging remains unaffected by the project. The dredged silt deposits would be loaded onto dump trucks and taken offsite. The dredged silt will be dumped at an appropriately located site that would be within 5 miles of the proposed project and that is not suitable habitat for any special status species, such as the giant garter snake. Trucks carrying the silt will be required to meet all standards of the Feather River Air Quality Management District to help minimize the release of pm10 (fugitive dust).

If dredged material is required to be stored on-site it would be required to be stored in stockpiled areas that are outside of the adjacent riparian areas and measures would be taken to ensure sediment laden runoff is contained within the stockpiled area.

Truck and excavator access to the site will be via Feather River Boulevard and the existing paved road that leads to the boat ramp and is located off of Feather River Boulevard. No riparian vegetation would be removed for site access. Project dredging activities would commence in 2009 and be limited to July 15 through August 31 with the possibility of work extending no later than October 1. This strict limit on project work dates would help mitigate the impacts on any special status species, such as Green sturgeon, Central Valley steelhead, Central Valley spring Chinook salmon, and/or Sacramento River winter-run Chinook salmon that migrate through the Feather River at this site during other times of the year.

In order to protect the naturally occurring wetlands on the project site and any special status species located in the adjacent Feather River, and minimize impacts during construction, the project sponsor has identified the following measures which will be implemented during construction.

1. Construction activities will be limited to the period July 15 to August 31, and may be extended to October 1.
2. Refueling of heavy equipment and vehicles will not occur within the marina channel and the adjacent riparian habitat.
3. Litter and construction debris shall be removed from the marina channel and disposed of at an appropriate upland site.
4. All construction materials which have the potential to contaminate the marina channel and the adjacent riparian habitat (e.g. fuels, paints, solvents, etc.) shall be identified in advance of construction. A plan shall be provided by Yuba County Public Works governing the use of such materials that cover storage, use, and cleanup for all such materials. An Emergency Response Plan shall be provided to cover spills of such materials.
5. A five miles per hour (MPH) speed zone for boaters will be established in the river reach starting at approximately Feather River mile 19.75 and continuing downstream to Feather river mile 18.25

The Yuba County General Plan designates the site as Valley Agriculture. The project site is currently zoned "AE-40" (Exclusive Agriculture, 40-acre minimum parcel size). The project is consistent with both the General Plan designation and zoning. The project would not require an amendment to the General Plan, nor would it require a rezone. The project does not propose any subdivision or construction of residential uses.

The project proposes to go to construction in 2009.

Environmental Setting and Surrounding Land Uses

The project is proposed for an approximately 9-acre site located in a rural, agricultural based portion of southern Yuba County. The project property is within the Star Bend Boat Ramp facility which is a part of the Yuba County park system. The topography of the site is generally flat, gently sloping from approximately 15-21 feet above mean sea level (msl).

The parcel is located adjacent to the Feather River and has riparian habitat located onsite which consists of California sycamore, Fremont's sycamore, Arroyo willow, Himalayan blackberry, verbena, nutsedge, Baltic rush, and horsetail. Surrounding land use consists primarily of agricultural uses and some rural residential units.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- Feather River Air Quality Management District (Fugitive Dust Plan)
- Regional Water Quality Control Board (Water quality certification under Section 401 of the Clean Water Act)
- State Water Resources Control Board (General Permit to Discharge Storm Water under Section 402 of the Clean Water Act)
- U.S. Army Corps of Engineers (verification of the jurisdictional wetland delineation and issuance of a nationwide permit under Section 404 of the Clean Water Act)
- California Department of Fish & Game (Section 1602 Streambed Alteration Agreement)
- California Department of Water Resources (Encroachment Permit)

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion on the following pages.


- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

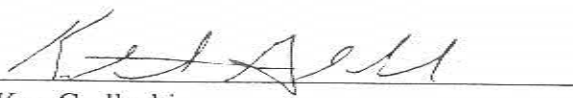
- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by Mitigation Measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or Mitigation Measures that are imposed upon the proposed project, nothing further is required.

Planner's Signature:


Kevin Perkins
Assistant Planner

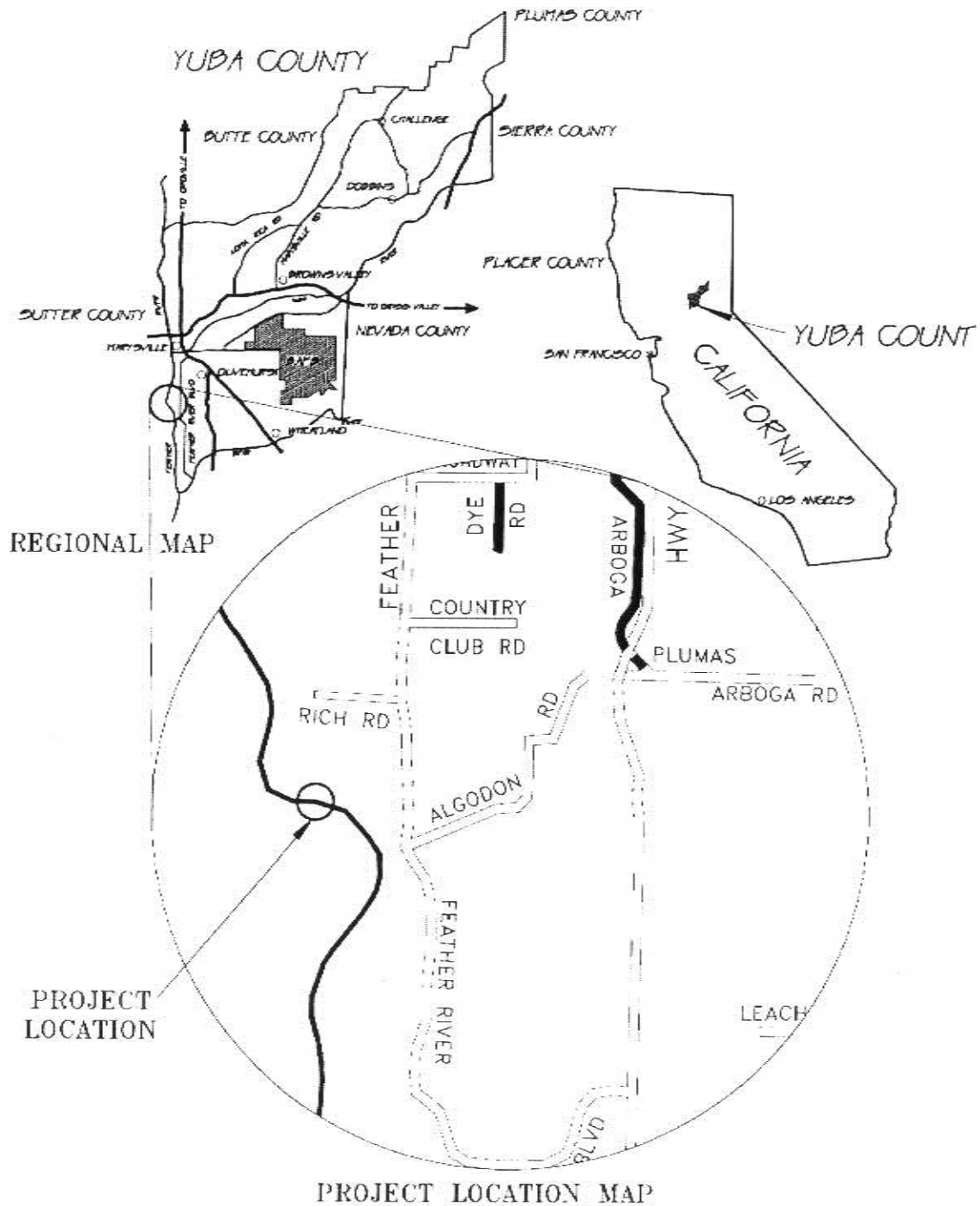
Date: 8/19/08

Applicant's Signature:


Ken Godleski
Associate Engineer, Yuba County Public Works

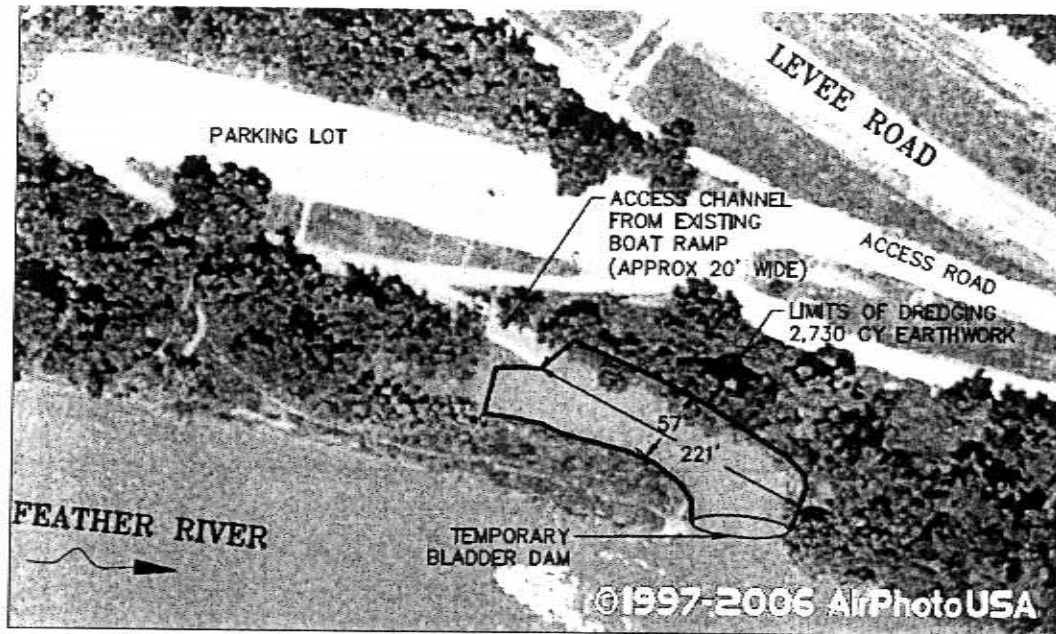
Date: 8/19/08

FIGURE 1
Regional Location



STAR BEND DREDGING PROJECT

FIGURE 2
Project Location



PLAN VIEW

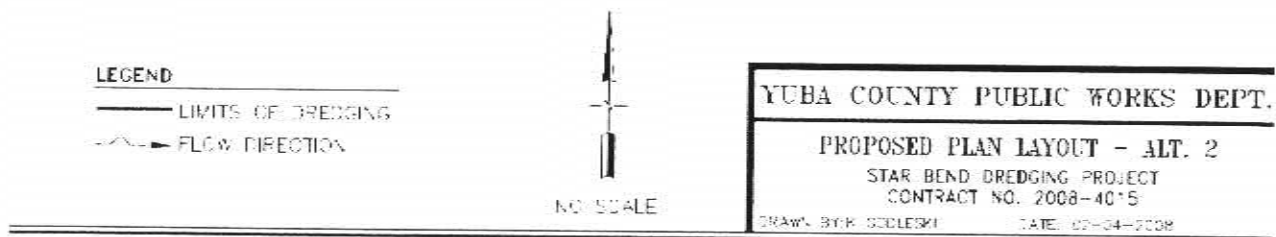
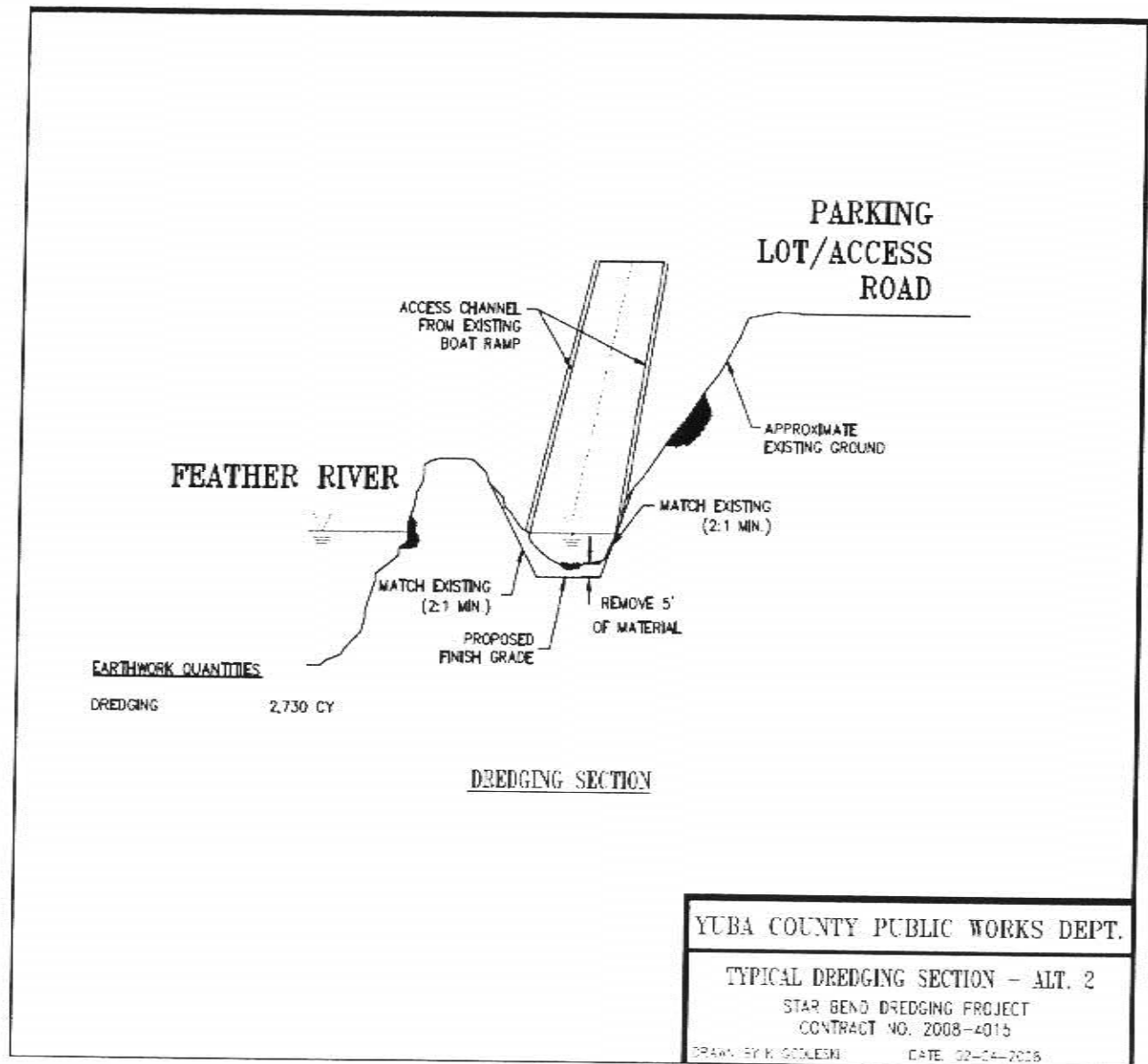


FIGURE 3
Proposed Dredging Plan



PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared, consistent with CEQA Guidelines Section 15063, to determine if the project (**Star Bend Boat Ramp Dredging**) as proposed may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will support the preparation of a Mitigated Negative Declaration.

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of Mitigation Measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the Mitigation Measures, and briefly explain how they reduce the effect to a less than significant level (Mitigation Measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by Mitigation Measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the Mitigation Measures which were

incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The Mitigation Measure identified, if any, to at least reduce the impact to a level that is less than significant.

I. AESTHETICS

Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *No Impact* – Scenic vistas in the project vicinity generally consist of views of agricultural fields, orchards, trees along the riparian corridors and views of the Feather River. The project proposes dredging approximately 2,730 cubic yards of sediment of an existing boat launch channel. The proposed dredging is consistent with the existing boat launch use and will not permanently affect any scenic vistas. The project would not remove any trees or alter any scenic vistas.

b) *No Impact* – As noted above, the project proposes to dredge the project site. No tree removal is proposed. There will be no effects to the Feather River, its channel, or any riparian area and the project site is not on a state scenic highway. There would be no damage to scenic resources.

c) *No Impact* – As discussed in a) above, the existing visual characteristics of the project site would not be significantly altered by the project. There would be no change in the existing visual character or quality of the site and its surroundings.

d) *No Impact* – The proposed project is dredging of an existing boat ramp. The dredging would be conducted during daytime hours; no nighttime dredging is proposed. No temporary or permanent lighting is proposed. There would be no effect on nighttime views.

II. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation

a) *No Impact* – The proposed project is the dredging of an existing boat launch channel and there is no land conversion proposed. The existing and future land use would continue to be utilized for a boat launching facility. Therefore, no loss or conversion of Farmland would result from the proposed project.

b) *No Impact* – The project site is designated Valley Agriculture by the Yuba County General Plan. The zoning is “AE-40”, Exclusive Agricultural, 40-acre minimum parcel size. The proposed project is consistent with the General Plan and zoning. The property is not under a Williamson Act contract, as Yuba County has not established a Williamson Act program.

c) *No Impact* – The project is the dredging of an existing boat launch channel that has become un-navigable due to increased amount of sediment. The project does not involve any changes that could result in the conversion of Farmland to non-agricultural uses. The long term use of the property will be recreational activities, specifically boating activities.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in significant construction-related air quality impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *No Impact* – In 2003, an update to the 1994 Air Quality Attainment Plan was prepared for the Northern Sacramento Valley Air Basin (NSVAB), which includes Yuba County. The plan proposes rules and regulations that would limit the amount of ozone emissions, in accordance with the 1994 State Implementation Plan (SIP) for ozone. The 2006 update summarizes the feasible control measure adoption status of each air district in the NSVAB, including the Feather River Air Quality Management District (FRAQMD). The 2006 update was adopted by the FRAQMD. The proposed project does not result in any development and does not conflict or obstruct implementation of the air quality plan.

The Air Quality Attainment Plan also deals with emissions from mobile sources, primarily motor vehicles with internal combustion engines. Data in the Plan, which was incorporated in the SIP, are based on the most currently available growth and control data. The project would be consistent with this data. As noted in b) below, the project would not generate a significant amount of ozone precursors.

b) *Less Than Significant Impact* – The California Air Resources Board provides information on the attainment status of counties regarding ambient air quality standards for certain pollutants, as established by the federal and/or state government.

As of 2004, Yuba County is in non-attainment status for State and national (one-hour) air quality standards for ozone, and State standards for particulate matter less than 10 microns in diameter (PM₁₀).

Under the guidelines of FRAQMD, projects are considered to have a significant impact on air quality if they reach emission levels of at least 25 pounds per day of reactive organic gases (ROG), 25 pounds per day of nitrogen oxides (NOx), and/or 80 pounds per day for PM₁₀. ROG and NOx are ingredients for ozone. In addition, FRAQMD has established a significance threshold of 97 single-family homes, the number of units estimated to generate emissions of 25 pounds per day of ROG and 25 pounds per day of NOx. The PM₁₀ threshold of 80 pounds per day corresponds to approximately 4,000 homes. The proposed project does not result in any new development and would not contribute substantially to the existing non-attainment status for ozone and PM₁₀.

c) *Less Than Significant with Mitigation Incorporated* – As previously noted, the proposed project is the dredging of the project site to reopen the existing boat launch channel. There is no future development associated with the project. The only air emissions associated with the project are PM₁₀ emissions associated with dredging and minor emissions associated with operation of the diesel construction equipment. The proposed project would make only a minor contribution to some emissions of pollutants. Nevertheless, Yuba County currently is in non-attainment status for State and federal (one-hour) air quality standards for ozone, and State standards for particulate matter less than 10 microns in diameter (PM₁₀). Therefore, any pollutant contribution may be considered cumulatively considerable, especially when included with emissions from other proposed projects in the County.

The FRAQMD has a list of standard construction-phase Mitigation Measures that apply to all projects. Also, FRAQMD has established a list of Fugitive Dust Control Mitigation Measures applicable to construction activities, from its Indirect Source Review Guidelines. Based on these, the following Mitigation Measures shall be implemented.

Mitigation Measures:

- MM 3.1** The following FRAQMD Standard Mitigation Measures applicable to construction activities shall be incorporated as part of the project:

1. Submit a signed Fugitive Dust Control Plan to FRAQMD prior to the start of work.
2. All grading operations on a project shall be suspended as directed by the Air District when winds exceed 20 miles per hour, or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.
3. Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.
4. Reestablish ground cover on the construction site, through seeding and watering, as soon as possible.
5. Construction sites shall be watered as directed by the Yuba County Department of Public Works and/or the Feather River Air Quality Management District.
6. An operational water truck shall be onsite at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts.
7. Onsite dirt piles or other stockpiled materials shall be covered and water and/or soil stabilizers employed to reduce wind-blown dust emissions.
8. All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.
9. Apply approved chemical soil stabilizers according to the manufacturer's specifications to all inactive construction areas, defined as graded areas that remain inactive for 96 hours. These areas include unpaved roads and employee/equipment parking areas.
10. All trucks hauling dirt, sand, soil, or other loose materials offsite shall be covered or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114. This provision shall be enforced by local law enforcement agencies.
11. Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Yuba County Department of Public Works. An effective measure is to enforce vehicle traffic speeds at or below 15 miles per hour.

12. Paved streets shall be swept at the end of each day if substantial volumes of soil material have been carried onto an adjacent paved, public road from the project site. A water sweeper with reclaimed water is recommended.
13. To prevent track-out of soils, wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points.
14. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (e.g., trash, demolition debris) shall be conducted at the project site. Vegetative wastes shall be chipped or delivered to waste-to-energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning.

Timing/Implementation: Upon start of construction activities.
Enforcement/Monitoring: Yuba County Community Development and Services Agency, Feather River Air Quality Management District

MM 3.2

To mitigate impacts of construction vehicle and equipment emissions during construction, the following Mitigation Measures shall be incorporated as part of the project:

1. Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emission Limitations (40 percent opacity or Ringelmann 2.0). Operators of vehicles and equipment found to exceed opacity limits shall take action to repair the equipment within 72 hours or remove the equipment from service. Failure to comply may result in a Notice of Violation.
2. The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation.
3. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators whenever possible.
4. Minimize idling time to five minutes (state idling rule, effective February 1, 2005).

Timing/Implementation: Upon start of construction activities.
Enforcement/Monitoring: Yuba County Community Development and Services Agency, Feather River Air Quality Management District

Implementation of **MM 3.1 and 3.2** would further reduce potential pollutant emissions of the project, and further minimize any cumulative impact. Impacts after mitigation would be less than significant.

d) *Less Than Significant With Mitigation Incorporated* – As previously noted, the proposed project is the dredging of an existing boat launch channel. There is no future development associated with the project.

Dredging activities are expected to generate a limited amount of PM₁₀ due to dredged material being moist in nature from recent dewatering. However, as noted in c) above, Yuba County is in non-attainment status of State PM₁₀ standards.

The FRAQMD has a list of standard construction-phase Mitigation Measures that apply to all projects. Also, FRAQMD has established a list of Fugitive Dust Control Mitigation Measures applicable to construction activities, from its Indirect Source Review Guidelines. Based on these, the previous Mitigation Measures shall be implemented.

Implementation of **MM 3.1 and 3.2** would further reduce potential pollutant emissions resulting from construction activities. Impacts after mitigation would be less than significant.

e) *Less Than Significant Impact* – The proposed project would be located in a rural agricultural area, with residences located on parcels at least five acres in size. The proposed grading activities are not expected to generate pollutant concentrations at a sufficient level to be noticed by any nearby rural residences, particularly given the agricultural nature of the project area.

f) *No Impact* – The project would not allow activities that generate odors considered objectionable, such as an industrial plant or an agricultural operation.

IV. BIOLOGICAL RESOURCES**Would the project:**Potentially
Significant
ImpactLess Than
Significant
With
Mitigation
IncorporatedLess Than
Significant
ImpactNo
Impact

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion/Conclusion/Mitigation:

a) *Less Than Significant with Mitigation Incorporated* – The project site is located adjacent to the Feather River in the Valley floor west of the Sierra foothills region of Yuba County. The project sponsor has prepared a Biological Resources Report (2008) and a Preliminary Wetland Delineation (2008) that are available for review at the Yuba County Community Development and Services Agency during normal business hours. The Preliminary Wetland Delineation was submitted to the U.S. Army Corps of Engineers (Corps) in March 2008 for verification. The following information is summarized from these reports.

There are two types of habitat on the project site: riparian woodlands and open water. Each of the habitat types are described below. The project site studied a total of 3.85 acres of which 1.4 acres are Corps-jurisdictional riparian woodlands, and 0.85 acres of open water. These acreages are estimated and will be verified by the Corps as part of the jurisdictional determination process.

Riparian Woodland is the dominant habitat type on the project site. This habitat has an over-story which is composed of mature trees, with a thick shrub-story and minimal grasses and forbs. Vegetation occurring within the riparian woodland is composed of California sycamore, Fremont's cottonwood, Arroyo willow, Himalayan blackberry, verbena, nutsedge, Baltic rush, and horsetail. These areas show evidence of water marks, drift deposits and sediment deposits, indicative of periodic flooding during high seasonal flows

The **open water** habitat is found in the Feather River within the boat ramp basin channel and the Feather River which is well defined as a small man-made sand bar separates the basin from the Feather River proper. The Feather River at this juncture is considered navigable waters of the U.S.

The California Natural Diversity Database (CNDDB) (CDFG 2008), the USFWS list of federally endangered and threatened species that occur in or may be affected by projects within the Olivehurst 7.5-minute USGS quadrangle (USFWS 2008), and the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants were consulted to determine those special-status species that are known to occur in the region. Based upon site conditions and the results of database searches, it was determined that the following special-status species have potential to occur in the vicinity of the project site: Swainson's hawk, White-tail kite, Bank swallow, Western yellow-billed cuckoo, Valley elderberry longhorn beetle, Vernal tadpole shrimp, green sturgeon, Central Valley steelhead, Central Valley spring-run Chinook salmon, Sacramento River winter-run Chinook salmon, dwarf downingia, and Hartweg's golden sunburst. Based on an assessment of site conditions, the following species are not anticipated to be present on the site: Western yellow-billed cuckoo, Vernal pool tadpole shrimp, dwarf downingia, and Hartweg's golden sunburst. No activities are proposed in the riparian woodland; therefore, no impacts to Swainson's hawk, White-tail kite, Bank swallow, and the Valley elderberry longhorn beetle. No impacts to the remaining special-status species are expected as during the dewatering process an onsite qualified biologist will remove any stranded wildlife onto undisturbed nearby habitat. The project sponsor has submitted a Section 404

nationwide permit application to the Corps. This application includes supplemental biological information that will be used by the USFWS to document compliance with the federal Endangered Species Act. The project sponsor has also submitted a Section 401 water quality certification request to the Regional Board and a 1602 permit to the California Department of Fish & Game. These permits must be approved prior to construction.

Mitigation Measures:

MM 4.1 At least 30 days prior to dredging, the project sponsor shall submit copies of the permits issued by the Corps, Regional Board and State Board to the Community Development and Services Agency. The project sponsor shall incorporate any state or federal requirements into the final grading plans.

Timing/Implementation: 30 days prior to dredging

Enforcement/Monitoring: Yuba County Community Development and Services Agency

Implementation of the Mitigation Measure would reduce or eliminate the potential impacts of the project on any identified special-status species on the project site. Impacts after mitigation would be less than significant.

b) *Less Than Significant With Mitigation Incorporated* – The project site contains primarily riparian woodland and open water. The project sponsor has submitted a permit application to the Corps requesting authorization to construct the project. The permit application includes supplemental biological information to allow the Corps to conduct consultation with the USFWS under Section 7 of the federal Endangered Species Act.

No trees occur on the project site; therefore, no tree removal is proposed.

MM 4.1 would ensure that the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community protected by the USFWS.

c) *Less Than Significant With Mitigation Incorporated* – The project sponsor has prepared a Preliminary Wetland Delineation that identifies waters of the United States, including wetlands, subject to jurisdiction by the Corps. The project sponsor has also submitted a nationwide permit application to the Corps.

MM 4.1 would ensure that the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act.

d) *Less than Significant* – Although the dredging activities will take place within an area of the Feather River that is considered habitat for green sturgeon, Central Valley steelhead, Central Valley spring-run Chinook salmon, and Sacramento River winter-run Chinook salmon the dredging activity will not occur in the main channel of the Feather River. Rather, the dredging activity will occur in a dewatered existing boat ramp channel adjacent to the Feather River that

would be monitored by qualified biologist that will be onsite to help assist the removal of any stranded above listed species. Considering the project description takes steps to avoid impacts to migratory fish, the impact would be less than significant.

e) *No Impact* – The proposed project is the dredging of the existing boat launch channel. There would be no conflicts with General Plan policies regarding conservation of biological resources. The County has no ordinances explicitly protecting biological resources.

f) *No Impact* – No habitat conservation plans or similar plans currently apply to the project site. Both Yuba and Sutter Counties are in the process of preparing a joint Yuba-Sutter Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). While the project site is located within the proposed boundaries of the plan, no conservation strategies have been proposed to date which would be in conflict with the project.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

The project sponsor has submitted an Archaeological Inventory Survey of the project site (Genesis Society 2008). Copies of the report are on file at the Yuba County Community Development and Services Agency and can be reviewed during normal business hours.

The Archaeological Inventory Survey included the results of a records search and a pedestrian survey of the project site. The record search was conducted on February 5, 2008 at the North Central Information Center which is housed at California State University, Sacramento. The records search indicates that two cultural resources studies have previously been undertaken on

the subject property, and that no prehistoric or historic-period cultural resources have been identified on the project site.

In 1992 Bouey of Far Western Anthological Research Group, Inc conducted an archaeological investigation as part of the Marysville-Yuba City portion of the Sacramento River Flood Control System. This investigation led to the historic-era classification of the Feather River levee (site CA-YUB-1443-H) which is located on the northern and eastern portion of the project site. EDAW, Inc (2007) conducted a cultural resource assessment as part of the Feather River Levee repair Project. No cultural resources were recorded within the present project property during EDAW's 2007 survey.

A pedestrian field survey of the project site was conducted February, 2008. No prehistoric or historic-period cultural resources were identified during the survey.

a) *No Impact* – Based on the results of the records search and pedestrian survey, the project site has no identified historic sites. Although, the Bouey (1992) survey listed the Feather River Levee as a historic-era site (CA-YUB-1443-H) in his eligibility evaluation of the levee, Bouey recommended the site neither eligible for inclusion on the National Register of Historic Places nor significant per CEQA and thus not eligible for inclusion on the California Register of Historical Resources. The project would not cause a substantial adverse change in any historic resources.

b) *Less Than Significant With Mitigation Incorporated* – No known archaeological resources exist on the project site. However, there is a very slight possibility that undiscovered resources may be found during grading activities. If cultural resources are uncovered during the course of grading activities, the following Mitigation Measure shall be implemented.

Mitigation Measure:

MM 5.1 Pursuant to CEQA Guidelines Section 15064.5(e), in the event of the discovery of a cultural resource site or artifact during project construction, there shall be no further excavation or disturbance within 50 feet of the discovery until a professional archaeologist is consulted. Upon completion of the site examination, the archaeologist shall submit a report to the County describing the significance of the find and making recommendations as to its origin. Mitigation Measures, as recommended by the archaeologist and approved by the County in accordance with Section 15064.5 of the CEQA Guidelines, shall be implemented prior to commencement of construction activity within the 50-foot perimeter.

Timing/Implementation: During construction activities, in the event of discovery of cultural resource.

Enforcement/Monitoring: Yuba County Community Development and Services Agency

Implementation of the above Mitigation Measure would reduce potential adverse impacts on uncovered cultural resources. Impacts after mitigation would be less than significant.

c) *No Impact* – No known record exists of any paleontological resources on the project site and no known unique geological features were identified or are known to exist on the project site.

d) *Less Than Significant Impact* – There are no known burial sites within the project site. If human remains are unearthed during construction, the provisions of California Health and Safety Code Section 7050.5 shall apply. Under this section, no further disturbance of the remains shall occur until the County Coroner has made the necessary findings as to origin, pursuant to California Public Resources Code Section 5097.98. If the remains are determined to be Native American, the County Coroner shall contact the Native American Heritage Commission within 24 hours.

VI. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a)

i) *No Impact* – According to the 1994 Fault Activity Map of California, prepared by the California Division of Mines and Geology, there are a number of faults that could be considered “active” and “potentially active” within a 60-mile radius of the County.

The nearest active fault to the County is the Cleveland Hill Fault, which was the epicenter of the 1975 Oroville earthquake, the County’s most recent significant earthquake. Yuba County has no Alquist-Priolo Special Study Zones, which delineate areas subject to fault rupture. The proposed project is grading the project site to allow continued agricultural use. There are no structures on the project site and no structures are proposed to be constructed. No impact related to the rupture of a known earthquake fault is expected.

ii) *Less Than Significant Impact* – Within Yuba County, the Swain Ravine Lineament of the Foothills Fault system is considered a continuation of the Cleveland Hill Fault, the source of the 1975 Oroville earthquake. The Foothill Fault System has not yet been classified as active, and special seismic zoning was determined not to be necessary by the California Division of Mines and Geology. While special seismic zoning was not determined to be necessary, the Foothill Fault system is considered capable of seismic activity. In addition, the County may experience ground shaking from faults outside the County.

There are no structures associated with the project; therefore, there would be no impact from strong seismic ground shaking.

iii) *No Impact* – Ground failures, such as differential compaction, seismic settlement and liquefaction, occur mainly in areas that have fine-grained soils and clay. The proposed project would not result in any people or structures in the project area. Ground failure, if it were to occur, would not have an impact on agricultural activities.

iv) *No Impact* – Landslides are most likely to form when the ground is sloped. The project site has gentle topography and no steep slopes (defined as slopes exceeding 60 percent grade). The proposed project would not result in any structures in the project area.

b) *Less Than Significant Impact* – The *Soil Survey of Yuba County*, prepared by the Natural Resources Conservation Service, indicates the soil types on the project site are Columbia-Holillipah-Shanghai loam, 0 to 1 percent slopes. The hazard of water erosion in both soils is slight.

As part of the dredging permit process, projects are required to submit plans for the disposition of surface runoff and erosion control to the County's Public Works Department. In addition, the Feather River Air Quality Management District has standard Mitigation Measures that address earth-disturbing activities. Mitigation Measures in the Air Quality section have incorporated these measures.

c) *No Impact* – As mentioned above, the proposed project would not be subject to significant hazards associated with landslides, lateral spreading, liquefaction, or collapse. Activities that would cause subsidence include groundwater pumping and natural gas extraction. There are a number of wells in the project vicinity that are used to supply water for agricultural and residential uses. These wells will continue to be used in the future. However, the project would not result in an increased demand for water. Water usage associated with the proposed project would not significantly draw down aquifers in the area to a level that would cause subsidence.

d) *No Impact* – Expansive soils could cause damage to structures and paved areas; however, there are no structures or paved areas associated with the proposed project. The proposed project is grading of the project site to construct vernal pools.

e) *No Impact* – The project does not propose any residential uses and would not generate any wastewater. No septic systems are proposed.

VII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *No Impact* – The project is the dredging of an existing boat launch channel. Construction equipment typically uses only a minor amount of hazardous materials, primarily motor vehicle fuels and oils. Because of their limited quantity, these materials would present a minor hazard, and only if spillage occurs. Standard spill prevention and control measures will be maintained by the contractor. Use of these materials would cease once project construction is completed.

b) *No Impact* – As noted in a) above, only a limited amount of hazardous materials would be used by construction equipment during dredging of the boat ramp channel. Spills of these materials could potentially occur, but they would be minor and would not lead to an evacuation in a rural area.

c) *No Impact* – There are no schools located within one-quarter mile of the project site. As noted in a) above, the only hazardous materials associated with proposed project are motor vehicle fuels and oils which would not present a significant hazard. The project would not include any activities that would generate hazardous material emissions or use acutely hazardous materials.

d) *No Impact* – The project is not located on a site known for having a history of hazardous materials.

The Hazardous Waste and Substances Sites list (also known as the Cortese list) is maintained in accordance with California Government Code Section 65962.5. The California Department of Toxic Substances Control (DTSC) updates the list daily and makes it available on its website. The project site is not on the current Hazardous Waste and Substances Sites list. The closest site on the list is Beale Air Force Base, approximately one mile north of the project site. Site 17 at Beale Air Force Base is a hazardous waste site that is currently under remediation to treat contamination of groundwater by volatile organic and fuel-related compounds.

e) *No Impact* – The nearest public use airport to the project site is the Yuba County Airport to the north. A Comprehensive Land Use Plan (CLUP) for the Yuba County Airport establishes safety zones where particular land uses are deemed incompatible with airport operations, and overflight zones that are less restrictive regarding land uses. The proposed project would not conflict with any safety or overflight zone established by the Yuba County A Yuba County Airport CLUP.

f) *No Impact* – No private airstrips are in the vicinity of the project site. Therefore, no safety hazard related to private airstrips would exist.

g) *No Impact* – The County is currently developing a Pre-Disaster Multi-Hazard Mitigation Plan (MHMP), in accordance with the Disaster Mitigation Act of 2000, to develop activities and procedures to reduce the risk of loss of life and property damage resulting from natural and man-made hazards and disasters. The Environmental Setting and Background Report indicates that the County currently uses the *Multihazard Functional Planning Guidance* to plan emergency responses. The County's General Plan also contains safety and seismic safety policies. The project is not expected to have an impact on any of the County's emergency response plans or policies. The project does not propose any development that would have to evacuate and would not interfere with an emergency evacuation of the area.

h) *No Impact* – The project does not propose any development; therefore, it would not expose people or structures to wildland fires.

VIII. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *No Impact* – There is no future development associated with the proposed project. The project would not affect water quality standards or waste discharge requirements.

b) *No Impact* – The proposed project is the dredging of an existing boat launch channel. There are no wells on the project site and the project would not deplete groundwater supplies or interfere with groundwater recharge.

c) *Less Than Significant Impact* – As noted in the Geology and Soils section, dredging activities may loosen soils on banks so that they are subject to erosion. The proposed dredging plan would not substantially alter the existing drainage pattern of the site or area. In addition, the disturbed soils would be seeded with native grassland species shortly after construction to minimize dust and erosion potential.

As noted in the Project Description, the project sponsor shall obtain the necessary permits from the Corps (Section 404 permit) and Regional Board (Section 401 water quality certification) prior to construction of the project. The project sponsor is also required to file a NPDES General Construction Storm Water Permit. The NPDES General Construction Permit process requires the project sponsor to 1) notify the State, 2) prepare and implement a SWPPP, and 3) monitor the effectiveness of the plan. The SWPPP identifies pollutants that may be generated at the construction site, including sediment, earthen material, chemicals, and building materials. The SWPPP also describes best management practices that a project will employ to eliminate or reduce contamination of surface waters. Implementation of the conditions of the NPDES General Construction Permit, if required, would control potential erosion problems.

d) *No Impact* – As stated above, the proposed project would not substantially alter the existing drainage pattern of the site. No future development such as the construction of structures or houses is proposed; therefore, no increase in impervious surfaces would occur. Therefore, flooding is unlikely to be generated by the additional impervious surfaces.

e) *No Impact* – As noted in d) above, the proposed project would not generate higher runoff rates.

f) *No Impact* – The project would not have any effect on water quality other than those impacts discussed above. The bladder dam and dewatering activities described in the project description would insure that sediment would not travel into the Feather River and affect its water quality.

g-h) *No Impact* – Flood Insurance Rate Map (FIRM) No. 06042704000B, prepared in 1982 by the Federal Emergency Management Agency (FEMA), includes the project site (Federal Emergency Management Agency 1982). According to the FIRM, the project site is located within Zones A. Zone A is defined as an area of 100-year flood; base flood elevations and flood hazard factors not determined. The proposed project does not include housing or structures that would expose people or structures to flood hazards or impede or redirect flood flows.

i) *Less than Significant* – The project site is located within the Feather River levee system. The project does not propose any activity that affects the structural stability of the levees and will only have an affect on the levee through traveling of equipment over the existing road that traverses the levee.

j) *No Impact* – Seiche and tsunami hazards occur only in areas adjacent to a large body of water. The project site is not located in such an area. There are no steep slopes in the project area; the landslide potential of the project site is minimal and the mudflow hazard is minimal.

IX. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation

a) *No Impact* – The project site is located in a rural area. The project proposes dredging of the project site to remove silt deposits on the existing boat ramp channel. There would be no change in land use. The project would not physically divide an established community.

b) *No Impact* – The Yuba County General Plan designates the project site as Valley Agriculture. The project site is zoned Exclusive Agriculture, 40-acre minimum parcel size and meets all the requirements for that zone. No rezoning to accommodate the project is required. The project is consistent with the current General Plan and designations.

c) *No Impact* – As discussed in the Biological Resources section, no habitat conservation plans, natural community conservation plans or similar plans currently apply to the project site. Both Yuba and Sutter Counties are in the process of preparing a joint Yuba-Sutter Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). While the project site is located within the proposed boundaries of the plan, no conservation strategies have been proposed to date which would be in conflict with the project.

X. MINERAL RESOURCES**Would the project:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-b) *No Impact* – The Yuba County General Plan Update – Geology & Soils Background Report, January 2008 (Figure 5-2) indicates that the California Division of Mines and Geology has determined the project site is not within a Mineral Resource Zone. The project site is zoned for agricultural use and no mining or other mineral extraction activity occurs on the project site or is planned to occur on the project site.

XI. NOISE**Would the project result in:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XI. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *Less Than Significant Impact* – The Noise Element of the Yuba County General Plan contains recommended ambient allowable noise level objectives. Table 6-1 of the Noise Element recommends a maximum allowable ambient noise level of 50 dB in both daytime and evening hours. Temporary construction noise associated with the dredging activities is similar to existing noise associated with ongoing agricultural activities in the project area. During construction noise levels are expected to remain well below these thresholds of significance. After construction is complete, noise levels will drop to existing levels.

b) *No Impact* – Primary sources of groundborne vibrations include heavy vehicle traffic on roadways and railroad traffic. There are no railroad tracks near the project site. Traffic on roadways in the area would include very few heavy vehicles, as no land uses that may require them are in the vicinity.

c) *No Impact* – The project allows for the dredging of the existing Star Bend Boat Ramp. The only noise generated by the project would be during the construction phase; there would be no permanent increase in ambient noise levels in the project vicinity.

d) *Less Than Significant Impact* – Construction activities associated with the project may cause a temporary increase in noise levels in the vicinity. However, these noise levels would be temporary and would cease once construction activities end. In addition, the temporary construction noise associated with dredging activities would be similar to noise generated by other agricultural activities. There are few residences on the surrounding parcels and construction noise is expected to have little impact on these parcels. The County noise ordinance requires that both agriculture and low-density residential zones not exceed an ambient noise level of 50 decibels from 10:00 pm to 7:00 am. This would further reduce construction noise

impacts on the few residences adjacent to the project site, particularly at nighttime when residents are most sensitive to noise.

e) *No Impact* – The nearest airport to the project site is the Yuba County Airport. The existing and future land use is agriculture and the project would not expose people residing or working in the project area to excessive noise levels.

f) *No Impact* – The project site is not within the vicinity of a private airstrip. Therefore, there would be no noise impact from this source.

XII. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *No Impact* – The project does not include the construction of homes or infrastructure; therefore, there would be no increase in population.

b-c) *No Impact* – The project does not include the demolition of any housing; therefore it would not displace any housing or people and would not require the construction of replacement housing.

XIII. PUBLIC SERVICES

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *No Impact* – The proposed project does not include the construction of any housing or land uses that would require a change or increase in fire protection. There would be no impact on fire protection services.

b) *No Impact* – The Yuba County Sheriff's Department would continue to provide law enforcement services to the project site. The proposed project does not include the construction of any housing or land uses that would result in a change or increase in the demand for law enforcement. Furthermore, the proposed project would provide local law enforcement agencies the only access below a treacherous fall/rapid structure at Shanghai Bend-approximately 5.6 miles upstream.

c) *No Impact* – The proposed project does not include the construction of any housing and would not generate any students. The project would not increase the demand on school districts.

d) *No Impact* – The proposed project does not include the construction of housing and would not generate an increased demand for parks.

e) *No Impact* – Other public facilities that are typically affected by development projects include the Yuba County Library and County roads. However, since there is no development proposed

by the project, there would be no increased demand for these services. The temporary traffic generated by construction activities would not generate any additional roadway maintenance.

XIV. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-b) *No Impact* – The proposed project does not include the construction of any housing and therefore would not increase the demand for parks or recreational facilities. The project also does not include the construction of any new recreational facilities. The proposed project would increase recreational opportunities for all boaters in Yuba County.

XV. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XV. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *Less Than Significant Impact* – The proposed project would generate a temporary increase in traffic during construction. Construction of the project is anticipated to occur between the months of July to October 2009. It is expected that roadways can accommodate the temporary increase in traffic during construction. The project would not significantly increase traffic in the area.

b) *Less Than Significant Impact* – Level of service (LOS) is a qualitative measure of traffic conditions on a given road segment or intersection. LOS ratings are from A to F, with A being the best condition. According to the Yuba County General Plan, the minimum acceptable LOS for County roads is C. According to the Yuba County General Plan *Circulation Element* Table 12-1 (County Roadway Levels of Service (Major Roads)), Feather River Boulevard is classified as having a Level of Service “A”, which is above the average LOS “C” expected for Yuba County roadways. Feather River Boulevard is able to accommodate the additional temporary increase in traffic during construction while maintaining a Level of Service “A”.

c) *No Impact* – As noted in the Hazards and Hazardous Materials section, the project site is not located within a safety or overflight zone of any public or public-use airport. Therefore, the project would have no influence on flight patterns.

d) *Less Than Significant Impact* – Feather River Boulevard is an existing road that currently provides access to the project site. Feather River Boulevard is used by farm equipment traveling

to and from various agricultural land uses. Feather River Boulevard would be used by construction equipment accessing the project site; however, there would be no substantial increase in hazards due to this temporary use of Feather River Boulevard.

e) *No Impact* – Emergency access to the project site would be via Feather River Boulevard. There would be no change in emergency access as a result of the project.

f) *No Impact* – The proposed project would not require any parking. There would be no change in parking demand or supply as a result of the project.

g) *No Impact* – The County has not adopted alternative transportation plans for this area of Yuba County.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

- a) *No Impact* – The project does not propose the construction of any structures that would generate wastewater.
- b) *No Impact* – The project does not require the use of water or wastewater treatment facilities.
- c) *Less Than Significant Impact* – As discussed in the Hydrology and Water Quality section, There would be no increase in impervious surfaces as a result of the project; therefore, the project would not increase runoff.
- d) *Less Than Significant* – As discussed earlier, there is no need for a water supply at the proposed project site.
- e) *No Impact* – The project does not require the use of water or wastewater treatment facilities.
- f-g) *No Impact* – The project is not anticipated to result in the generation of any solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts that cannot be mitigated, and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *Less Than Significant With Mitigation Incorporated* – As discussed in the Biological Resources section, the proposed project could affect special-status species on the project site that may be affected by the project, although the onsite existence of these species is not known. **MM 4.1** would mitigate these potential impacts to a less than significant level. Overall, the proposed project would result in a neutral improvement of habitat for native plants and wildlife species.

Construction associated with the project could potentially have impacts on cultural resources, as described in the Cultural Resources section. However, **MM 5.1** would reduce these potential impacts to a less than significant level.

b) *Less Than Significant Impact with Mitigation Incorporated* – Construction of the project, in combination with other proposed projects in the adjacent area, may contribute to air quality impacts that are cumulatively considerable. However, when compared with the thresholds in the Air Quality section, the project would not have a cumulatively significant impact on air quality.

The project is consistent with the Yuba County General Plan land use designation for the project site and the zoning for the project site. With the identified Mitigation Measures **MM 3.1** and **MM 3.2** in place, cumulative impacts would be less than significant. No other cumulative impacts associated with this project have been identified.

c) *Less Than Significant Impact* – Due to the nature and size of the proposed project, no substantial adverse effects on humans are expected. The project would not emit substantial amounts of air pollutants, including hazardous materials. The project site has not been identified as a hazardous waste or substance site. The project would not expose residents to flooding. The one potential human health effects identified as a result of project implementation were minor construction-related impacts, mainly dust that could affect the few scattered residences near the project site. These effects are temporary in nature and subject to Feather River Air Quality Management District's Standard Mitigation Measures that would reduce these emissions to a level that would not be considered a significant impact.

REFERENCES

- California Department of Toxic Substances Control. Hazardous Waste and Substances Sites List. www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm
- California Department of Toxic Substances Control. 2006 Negative Declaration, Proposed Plan Cleanup of Environmental Restoration Site OT-17. Site Mitigation and Brownfields Reuse Program, Office of Military Facilities, Northern California Operations, Sacramento, CA.
- Federal Emergency Management Agency. 1982. Flood Insurance Rate Map, Yuba County, California (Unincorporated Areas). Panel 400 of 475. Community-Panel Number 060427 0400 B, Effective Date: May 17, 1982.
- Genesis Society. 2008. Archaeological Inventory Survey: Proposed Star Bend Boat Ramp. February 15, 2008.
- Marcus Bole & Associates. 2008. Biological Assessment, 3.85 Acre Study Area Star Bend Boat Ramp. March 16, 2008
- Marcus Bole & Associates. 2008. Delineation of Waters, 3.85 Acre Study Area Star Bend Boat Ramp. March 16, 2008
- Soil Conservation Service. 1998. Soil Survey of Yuba County, California.
- EDAW. 2008. Yuba County General Plan Update - Geology & Soils Background Report. Yuba County, California. January 2008.

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MM 3.1	<p>The following FRAQMD Standard Mitigation Measures applicable to construction activities shall be incorporated as part of the project:</p> <ol style="list-style-type: none">1. Submit a signed Fugitive Dust Control Plan to FRAQMD prior to the start of work.2. All grading operations on a project shall be suspended as directed by the Air District when winds exceed 20 miles per hour, or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.3. Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.4. Reestablish ground cover on the construction site, through seeding and watering, as soon as possible.5. Construction sites shall be watered as directed by the Yuba County Department of Public Works and/or the Feather River Air Quality Management District.6. An operational water truck shall be onsite at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts.7. Onsite dirt piles or other stockpiled materials shall be covered and water and/or soil stabilizers employed to reduce wind-blown dust emissions.8. All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.9. Apply approved chemical soil stabilizers according to the manufacturer's specifications to all inactive construction areas, defined as graded areas that remain inactive for 96 hours. These areas include unpaved roads and employee/equipment parking areas.10. All trucks hauling dirt, sand, soil, or other loose materials offsite shall be covered or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114. This provision shall be enforced by local law enforcement agencies.
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<p>11. Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Yuba County Department of Public Works. An effective measure is to enforce vehicle traffic speeds at or below 15 miles per hour.</p> <p>12. Paved streets shall be swept at the end of each day if substantial volumes of soil material have been carried onto an adjacent paved, public road from the project site. A water sweeper with reclaimed water is recommended.</p> <p>13. To prevent track-out of soils, wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points.</p> <p>14. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (e.g., trash, demolition debris) shall be conducted at the project site. Vegetative wastes shall be chipped or delivered to waste-to-energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning.</p>	<p>Enforcement/Monitoring Yuba County Community Development and Services Agency, Feather River Air Quality Management District</p>
<p>Timing/Implementation Upon start of dredging activities.</p>	<p>Verification Cost N/A</p>
<p>Performance Criteria N/A</p>	<p>Date Complete (If applicable)</p>

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MM 3.2	<p>To mitigate impacts of construction vehicle and equipment emissions during construction, the following Mitigation Measures shall be incorporated as part of the project:</p> <ol style="list-style-type: none"> 1. Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emission Limitations (40 percent opacity or Ringelmann 2.0). Operators of vehicles and equipment found to exceed opacity limits shall take action to repair the equipment within 72 hours or remove the equipment from service. Failure to comply may result in a Notice of Violation. 2. The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation. 3. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators whenever possible.
Minimize idling time to five minutes (state idling rule, effective February 1, 2005).	
Timing/Implementation Upon start of dredging activities	<p>Enforcement/Monitoring Yuba County Community Development and Services Agency, Feather River Air Quality Management District</p>
Performance Criteria N/A	<p>Verification Cost N/A</p>
	Date Complete (If applicable)

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MM 4.1	At least 30 days prior to dredging, the project sponsor shall submit copies of the permits issued by the Corps, Regional Board and State Board to the Community Development and Services Agency. The project sponsor shall incorporate any state or federal requirements into the final grading plans.
Timing/Implementation 30 days prior to dredging	Enforcement/Monitoring Yuba County Community Development and Services Agency
Performance Criteria N/A	Verification Cost N/A
Date Complete (If applicable)	

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MM 5.1	Pursuant to CEQA Guidelines Section 15064.5(e), in the event of the discovery of a cultural resource site or artifact during project construction, there shall be no further excavation or disturbance within 50 feet of the discovery until a professional archaeologist is consulted. Upon completion of the site examination, the archaeologist shall submit a report to the County describing the significance of the find and making recommendations as to its origin. Mitigation Measures, as recommended by the archaeologist and approved by the County in accordance with Section 15064.5 of the CEQA Guidelines, shall be implemented prior to commencement of construction activity within the 50-foot perimeter.		
Timing/Implementation <i>During dredging activities, in the event of discovery of cultural resource.</i>	Enforcement/Monitoring Yuba County Community Development and Services Agency		
Performance Criteria N/A	Verification Cost N/A		
		Date Complete (if applicable)	